

USS Enterprise (CVN 65)

THE SHUTTLE

Thursday, October 21, 2010

Fill & erup

Master-at-Arms 1st Class (EXW/SW) Jonathan S. Allen secures a portion of the flight deck aboard the aircraft carrier USS Enterprise (CVN 65) during an underway replenishment at sea with the guided-missile cruiser Leyte Gulf (CG 55).

Photo by Mass Communication Specialist Seaman Jared M. King

SAILORS OF THE DAY



Aviation Electrician's Mate 3rd Class Andrew R. Tillman

Aviation Electrician's Mate 3rd Class Andrew R. Tillman is a native of Jackson, Tenn. Tillman enjoys playing baseball, reading good books and sharing ideas with his friends in his spare time. He joined the Navy for the chance to further his education and the opportunity to work for his country. Tillman plans to continue advancing in the Navy and obtain all of his work center qualifications.

Boatswain's Mate Seaman Kyle A. Kunkel

Boatswain's Mate Seaman Kyle A. Kunkel is from Brownwood, Texas. His desire to travel the world and earn money for college led him to enlist three years ago. Kunkel enjoys hunting, fishing and riding his dirt bike in his time away from the ship.



Enterprise transfers fuel to USS Leyte Gulf

**By MC2 (SW) Joseph G. Aldrich
USS Enterprise Public Affairs**

USS Enterprise, At Sea – USS Enterprise (CVN 65) conducted a fueling-at-sea with the Ticonderoga-class guided missile cruiser USS Leyte Gulf (CG 55) Oct. 20 during its Composite Training Unit Exercise (COMPTUEX).

The successful fueling-at-sea brings Enterprise one step closer to qualification for its upcoming deployment.

This was the first fueling-at-sea Big E has conducted since its 2007 deployment when the ship sent 100 gallons of fuel to the receiving ship. This fueling sent 123,000 gallons to Leyte Gulf.

Carriers are designed with the ability to provide fuel to other ships in their battle group. This prevents a single point of failure scenario if a ship is unable to refuel with a supply ship. This capability significantly improves the strike group's ability to complete the mission.

The procedure went well despite the years since the last one and the turnover of personnel that has taken

"To do this well after not performing this evolution for so long is awesome."

**-Lt. Winston A. Cotterell
Fuel Maintenance Officer.**

place since. Sending fuel to other ships as opposed to taking it on requires a different sequence of tasks to be completed and can catch Sailors off guard if they don't practice.

"Everything is in reverse," said Senior Chief Boatswain's Mate (SW/AW) Sequency Culver, the rig captain for the fueling team. "Always taking on fuel can cause complacency. That's when people are more likely to get hurt."

The ship's leaders carefully briefed the Sailors prior to the event to ensure it was completed safely and professionally.

Rigging the lines isn't the only part of the process that has to be reversed from the normal replenishment-at-sea procedure. The actual process of moving the fuel requires the team to work backwards as well.

Fuel must be moved from the holding tanks through the pumps and sent to

the sponson. For Air department's V-4 division, this process is actually easier than when Big 'E' is taking on fuel.

When receiving fuel from a supply ship, Sailors have to ensure the destination of the fuel is changed as the tanks become full. Each tank must then be manually closed to keep the fuel in. When Enterprise is fueling another ship, they don't have to worry about their tanks overflowing.

"Each of those tanks has to be manually closed once it is full," said Lt. Winston A. Cotterell, the fuels maintenance officer. "There's no button. It's not automatic. Sending fuel out is actually easier for us."

The coordination between the deck and V-4 teams was flawless. From a spectator's viewpoint, one might think this was a weekly event.

"The deck team and the V-4 guys did a great job," said Cotterell. "To do this well after not performing this evolution for so long is awesome."

The fueling-at-sea is a continuation of what is turning out to be a very successful COMPTUEX for Enterprise and her strike group.

Leyte Gulp...

The Arleigh Burke-class guided-missile cruiser Leyte Gulf (CG 55) approaches the aircraft carrier USS Enterprise (CVN 65) in preparation for fueling at sea. Enterprise Strike Group is conducting a Composite Training Unit Exercise in preparation for an upcoming deployment.



Photo by Mass Communication Specialist 3rd Class Brooks B. Patton Jr.

Congratulations to Enterprise and Carrier Air Wing 1 Sailors selected to the Seaman to Admiral commissioning program:

MM1 Robert R. Lathrop
MM1 John P. Pappas
AM1 Rochelle A. Pasco (VAQ 137)
AW2 Timothy J. Cullen (HS 11)

Pilot program
Core program
Nurse program
Pilot program



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Commanding Officer
Capt. O.P. Honors Jr.
Executive Officer
Capt. Ryan Scholl
Command Master Chief
CMDM(AW/SW) Keith G. Oxley
Public Affairs Officer
Lt. Cmdr. Sarah T. Self-Kyler
Deputy Public Affairs Officer
Ensign Michael A. Hatfield
Assistant Public Affairs Officer
Ensign Caroline N. Hutcheson
Leading Chief Petty Officer
MCCS(SW/AW) Roberto R. Cerda
Shuttle Editor
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Photo Editor
MC2(EXW) Stacy D. Laseter
Layout & Design
MC3 Robert Guerra

Cycle 2 2010
Physical Fitness Assessment
Plan of Action

Oct. 25 - 29 Body Composition Assessment (BCA)

Nov. 1 - 12 Command PRT testing

Nov. 8 BCA for swim

Nov. 15 - 16 Make-up days for personnel TAD or on emergency leave

Nov. 16 Command Fall 2010 (CYCLE 2) PFA Completed

News & Notes

Mandatory Pre-Deployment Briefs:

Married Sailors/Family Brief
Nov. 1 & 29
Vista Point
6:30 p.m. - 8:30 p.m.

Single Sailors Brief
Nov. 8 & 10
C-9 Auditorium
4 p.m. - 5:30 p.m.

*From the
deck of the
USS Enterprise ...*



Calling ALL **NAVY** football fans!

Come be a part of filming an Enterprise "spirit" clip to be shown during this year's Army/Navy football game.

GO NAVY!
BEAT ARMY!

Interested parties should meet on the flight deck in front of the "65" on Friday, Oct. 22nd at 1100.